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### Stafford Regional Airport Is Now Open For Business

We have a brand new airport in Virginia. In this day and age when airports are closing at a frantic pace, Virginia bucks the trend with a beautiful new airport just minutes from Washington D.C. State and local officials hail it as the first new airport of the millennium and say it is one of only a handful of airports under construction in the nation. The Stafford Regional Airport held a low-keyed opening recently, inviting a handful of business leaders and officials to the airport.

The 550-acre airport is located right

off Interstate 95 in Stafford County, just below our nation's capital. Recreational and corporate pilots will be very impressed with this \$35 million investment. It is designated to relieve aircraft operational and facilities demand for the northern Virginia and Metropolitan Washington areas, such as heavily congested Ronald Reagan National and Washington Dulles International Airports.

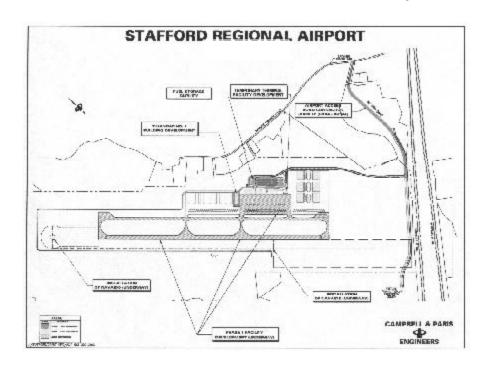
The primary purpose of the reliever airport is to provide adequate infrastructure and facilities to attract general avia-



tion traffic away from congested commercial air carrier facilities. The availability of a reliever airport to handle general aviation aircraft enhances overall airport system capacity and promotes safety at air carrier airports. Stafford Regional is ready to provide quality service to general and corporate/business aviation.

Boasting a 5,000' x 100' instrument lighted, grooved runway and a full 35-foot parallel taxiway, an aircraft parking area (800' x 1300') with tiedowns, an access road and vehicle parking facility, Stafford Regional is a wonderful addition to the Virginia Air Transportation System.

Fredericksburg area officials hope their efforts to lure high-tech companies and other corporate investment will take flight with the opening of the new re-(**Stafford** cont. on pg.4)



### United WeStand





While it's true that we need to view all of our priorities and projects through the prism of September 11, it's also true that traffic will rebound and demand will return. Aviation is too integral to our economy, to the fabric of our society, to the quality of our lives. We must stay the course with efforts to increase capacity, our safety program and modernizing our Air Traffic Control system.

Well said, Jane.

### **Aviation Security**

Following the horrific events of September 11, 2001, the federal government acted quickly to address security concerns at the more than 400 commercial air carrier airports around the nation. They promised to focus on security issues at General Aviation airports later in that year. To date, they have not.

We saw this coming, so in an effort to demonstrate our resolve to secure Virginia's General Aviation airports and help prevent General Aviation aircraft from being used as weapons of mass destruction, implements for suicide or other unconscionable acts, the Department of Aviation formed a Task Force of airport managers, FBO owners and operators and pilots to draft General Aviation Security Recommendations.

Those recommendations were mailed to all Virginia airports for consideration, coordination and action with their tenants. We can only hope that they have helped our airports to design a security program that works effectively for them, after all, each is different and each has different security needs.

I thought I should share the following from a speech given by FAA Administrator, Jane Garvey, at one of the many security seminars that have been held over the past several months. I think it provides excellent direction, now that a high state of security has become the norm.

### Virginia's Small Airports Reminded to Tighten Security

In an effort to avoid incidents such as that which occurred in Tampa, Florida, where a 15-year-old allegedly took-off in a general aviation aircraft to take his own life, the Virginia Department of Aviation issued a second call for security at its 59 small non-commercial, General Aviation airports.

In a memorandum from Department Director, Kenneth Wiegand, airport managers were asked to again review the state's General Aviation Security Recommendations that were issued to them in November 2001. The recommendations were prepared by a Security Task Force that was organized by the Department following the terrorist's acts of September 11, because the Department believed that the federal government was doing little to focus on security at small airports. The task force is made up of Department staff and airport managers from around the state.

In his memo, Director Wiegand encouraged airport sponsors and management to review the security recommendations with aircraft owners, operators and businesses on their airports. He also asked that airport owners and management adopt measures requiring aircraft owners, pilots and the operators of aeronautical businesses to safeguard their aircraft and other property from threatening activity. "We do not want Virginia airports to be the next launch site of an aircraft that is used in a deliberate destructive manner," said Wiegand.

Guidelines issued by the Department of Aviation's Security Task Force include such steps as conducting background checks on airport employees and tenants, being alert to anything that appears unusual or does not fit the pattern of lawful, normal activity, and immediately reporting missing aircraft and unusual or suspicious behavior of personnel.

For more information, contact P. Clifford Burnette, Chairman, Virginia Aviation Security Task Force (804) 236-3632x106 or burnette@doav.state.va.us.



#### VIRGINIA AVIATION -

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# Aviation World's Fair 2003 and U.S. Centennial of Flight Team Up

The Aviation World's Fair has entered into an agreement with the U.S. Centennial of Flight Commission to promote the 100<sup>th</sup> anniversary of controlled powered flight — the birth of the aerospace industry. The two organizations have the shared goal of commemorating the Wright Brothers' epic triumph, as well as the many other milestones of flight over the last century.

The Aviation World's Fair, scheduled for April 7-27, 2003, at Newport News, VA, will gather together the global aerospace community to present, for the first time in history, the complete picture of aviation, to promote the unique contributions aviation has made to society and to educate and inspire the next generation of aerospace industry leaders.

The Centennial of Flight Commission was appointed by the U.S. Congress to promote national awareness of the celebration year and to recommend to the President, the Congress and Federal agencies how best to commemorate the centennial of powered flight. It is chaired by General John R. ("Jack") Dailey, Director of the Smithsonian Institution's Air and Space Museum. Concerning the partnership with the Aviation World's Fair, General Dailey noted, "The Aviation World's Fair is a wonderful addition to national celebration activities. Through this agreement we can create a truly global outreach effort, which embraces all those who have contributed to the progress of aviation from the dunes of Kitty Hawk to

the orbiting International Space Station. The Aviation World's Fair will welcome visitors from around the world to marvel at the history of humans and their flying machines as well as the wonders of humans in space."

CEO Tom Kallman, who conceived the Aviation World's Fair, added that "the alliance with the Centennial of Flight Commission would have a strong multiplier effect by further energizing the support of almost 500 aviation museums



worldwide in generating awareness and enthusiasm for the centennial celebration. Combined with the recent groundbreaking, progress in the site preparation and government and industry response, this alliance brings us one step closer to realizing the goals of the Aviation World's Fair." (See: www.aviationmuseums.net)

Aviation World's Fair is a publicprivate partnership with the Commonwealth of Virginia. "The tremendous support we have received from the state, county and municipal bodies in Virginia will be channeled to the overall aims of the Commission to assure that every man, woman and child comes to know and appreciate the achievements of aviation over the last 100 years," Kallman concluded.

Aviation World's Fair will open with five days of professional/trade activity, followed by 16 days of public celebration. It includes national pavilions where countries from around the world will exhibit their own aviation achievements and future goals; thematic exhibits focusing on the functional areas of the aviation industry; specialized displays where a number of smaller groups, associations and clubs will celebrate their involvement in aviation. There will be dozens of aircraft parked in formation on the ground, with dozens more flying overhead. There are plans for salutes to Women in Aviation, Ballooning, Business Aviation, Ultralights, NASA, Military and Commercial Aviation, the National Aviation Hall of Fame and many others.

An Advisory Committee which includes such notable industry figures as Historian Walter Boyne, Dr. Bertrand Piccard, balloon record-holder and Paul Creighton, widely-recognized world's fair consultant, complements the staff of experienced professional marketing, sales, educational, communication and administrative specialists engaged in the planning of the Aviation World's Fair.

Additional details can be found on the web at www.awf2003.com.

(Stafford cont. from pg.1)

gional airport. Officials hope the airport will serve as a catalyst for economic development, allowing corporate jets to fly businesspeople directly into the Fredericksburg region to view prospective company sites. Pilots say the 3,000-foot runway at Fredericksburg's Shannon Airport is too small to accommodate the larger corporate jets that will use Stafford Regional.

Kenneth F. Wiegand, director of the Virginia Department of Aviation, said "security concerns at large airports after the Sept. 11 terrorist attacks are prompting more executives to rely on corporate aircraft." As a result, he said, "larger commercial carriers are buying fleets of corporate jets that they can charter for companies."

A state study estimated the airport could inject \$12 million annually into the economy. Airport officials have said billionaire investor Warren Buffett is keenly interested in the project because he owns Geico, which has a regional

insurance headquarters in Stafford.

The airport is designed to handle 75,000 takeoffs and landings annually, while being the site for about 100 Stafford-based aircraft. Federal officials are paying for 90 percent of the \$36 million project, with the state picking up 8 percent. Stafford and Prince William counties and the city of Fredericksburg are chipping in the rest. Wiegand said the state Aviation Department has met each of Stafford's funding requests since the project started, and that the department will continue to do so as long as policy and funding levels permit.

Construction at the site started in 1998. Crews have cleared 500 acres of trees, blasted 700,000 cubic yards of rock and moved more than 6 million cubic yards of dirt to make room for the runway and other planned amenities. An I-95 interchange to serve the facility is scheduled for completion around 2004.

The Stafford airport's journey has not been without some turbulence. It opened without a fuel farm, terminal or hangars. Stafford officials have said the fuel farm and the first of 10 T-hangars, each of which would house 10 aircraft, should be open within about six months.

The Stafford Regional Airport Authority also is still in negotiations for a fixed-base operator to manage the Stafford airport when it opened.

Aircraft approaches are being handled by Washington area air traffic controllers. Landings will be guided by a highly precise Instrument Landing System, scheduled to be in place by fall 2002. For now, pilots must adhere to visual flight rules. Pilots are encouraged to check NOTAMS with the FAA Flight Service Station before filing flight plans to Stafford Regional Airport. Please note the airport's three letter identifier is RMN.

Airport officials are planning for a grand opening in late spring or early summer.

Stafford Regional Airport's new web site is www.staffordairport.com.

For more information please e-mail <u>info@staffordairport.com</u>, or call 540-658-1212.

### Danville Regional Airport Constructing Corporate Hangars

Mid-Atlantic

Danville Regional Airport

Danville Regional Airport in Danville, Virginia is in the process of con-

structing a (80' x 80') corporate hangar, auto parking area and aircraft parking apron. The corporate hangar will be able to accommodate large aircraft such as the Falcon 900 and hopefully entice corporate sponsors/FBO's to locate at the Danville Regional Airport. It will be beneficial to any private and commercial owners by

supplying security and protection for their aircraft.

The construction of the corporate

hangar will allow the airport to market a larger group of clients and will pro-

> vide a substantial benefit from rental and leasing of the proposed space, as well as additional construction growth.

> The Daniels Group, Inc. is also preparing to construct a (60' x 60') corporate hangar. The two sites are located between the existing Dan Rivers Hangar and the fire station, and are adjacent to each other. The construction of both sites has begun and

completion is anticipated for the spring of 2002.



### Agreement Signed to Relocate Radar Tower to Virginia

Virginia, Maryland, NASA, Naval Air Warfair Center, Aircraft Division (NAWCAD) and NAS Patuxent River and have signed an agreement for the relocation of an ASR-8 (Airport Surveillance Radar) tower in an effort to optimize flight safety.

NASA Wallops Island, Virginia, will receive the ASR-8 tower which will be relocated from the NAS Patuxent River. Naval Air Warfair Center, Aircraft Division (NAWCAD) and NAS Patuxent River have incorporated the ASR-8 installation at Wallops as a key component of the Airspace Management System Improvement Program (AMSIP) and will significantly enhance the safety posture for NAWCAD Patuxent River



From L to R: Rear Admiral Tim Heely, Commander NAWCAD, VA Dept. of Aviation Director Ken Wiegand, Capt. Pat Hovatter, Commanding Officer NAS Patuxent River, Bruce Mundie, Associate Executive Director MD Aviation Administration and Joe Duke, Asst. Director for Projects Support Wallops Flight Facility.

# US Airways Upgrades Service From Charlottesville-Albemarle Regional

US Airways Express recently upgraded several of their flights with larger Dash 8-300, 50 seat aircraft. The affected flights are 3138 at 6:05 a.m. and 3297 at 2:00 p.m., both to US Airways hub in Charlotte, NC. Additionally, US Airways Express also added an additional Charlotte flight at 4:40 p.m. which began November 4. These changes add approximately 50 seats to the Charlottesville-Albemarle Regional (CHO) market and will add 10 jobs/employees to work these flights.

US Airways Express, the brand name for US Airways regional aircraft operations, is made up of nine regional air carriers that fly to communities throughout the US Airways system. Three of the carriers carry the names of former airlines that now are part of the US Airways mainline system and are wholly owned subsidaries of US Airways Group, Inc.

With more than 2,500 daily flights, US Airways Express is in itself one of the world's largest airline system. The three wholly owned susidaries are Al-

legheny Airlines, Inc. with headquarters in Middletown, PA; Piedmont Airlines, Inc. with headquarters in Salisbury, MD; and PSA Airlines, Inc. with headquarters in Dayton, OH.

In other CHO news, Northwest Airlines announced recently that it would discontinue service at CHO effective October 31, 2001. This service, provided at CHO by Mesaba Airlines, commenced August 1, 2001 with 3 daily flights to and from Detroit.

In making this announcement, Northwest indicated that the events of September 11 have created extreme conditions for the carrier, leaving new markets, such as CHO, vulnerable due to decreased passenger levels.

Northwest further noted that it regretted taking this action; however, given the current state of the airline industry, it has no choice but to withdraw service in order to contain costs and seek profitability.

For more information on CHO, please visit their website at www.gocho.com.

range operations in the restricted and warning areas of assigned airspace.

Coupled with the installation of the DASR-11 at NAS Patuxent River in FY02, the combined radar coverage plot of the two sensors will decrease the effective radar scan from 4.8 sec/scan to 2.4 sec/scan in the critical restricted areas. Target updates of high speed, highly maneuverable aircraft will significantly increase efforts to avoid potential for aircraft mishaps.

In addition there are four civil airports in Maryland and Virginia which will directly benefit from the improved radar coverage of an ASR-8 at Wallops Island, VA by lowering (improving) radar coverage from approximately 2,500-feet above ground level (AGL) to 60-feet AGL.

The airports are located in Salisbury, MD, Ocean City, MD, Accomack County, VA and Tangier Island, VA. The aforementioned Maryland and Virginia public-use airports are in full support of this agreement as a cost-effective method of providing better radar coverage and consequently a safer operation for civil aviation.

The ASR-8 will remain a U.S. Navy asset, with NAS Patuxent River retaining custody and property management.

### Virginia Aviation Board Holds Bi-Monthly Meetings

At its bi-monthly meeting held in Richmond, the Virginia Aviation Board (VAB) approved tentative allocations to five of the Commonwealth's airports from the Commonwealth Airport Fund for projects valued at \$401,520.32. Receiving one of the largest allocations was Stafford Regional Airport in the amount of \$185,000 for T-Hanger Site Prep (construction). Other airports receiving tentative allocations from the VAB were:

- · Front Royal-Warren County Airport received \$30,000 for terminal area ramp expansion (design/construction) and partial parallel taxiway paving (design/construction);
- · William M. Tuck Airport (South Boston) for runway 1-19 rehab (construction), MIRLs and some other misc. work in the amount of \$126,160;

- Dinwiddie County Airport was allocated \$54,840.32 for terminal building (construction);
- · Chesapeake Regional Airport received \$5,520 for SPCC plan and SWPPP plan updates.

At its December meeting the VAB approved a tentative allocation of \$110,666 to Stafford Regional for fuel storage system (construction). This was the only allocation for this meeting.

The Virginia Aviation Board has eight members representing seven regions. The Board approves funding requests brought to it by the Virginia Department of Aviation, a state agency working to support and promote commercial and private aviation interests in the Commonwealth's 69 public-use airports.

### Delta Connection Will Launch Regional Jet Service Between Atlanta's Hartsfield And Newport News/Williamsburg Int'l

The Peninsula Airport Commission is pleased with a recent announcement by Delta Airlines and Delta Connection that new Regional Jet service to

Atlanta's Hartsfield International Airport will be introduced at Newport News/Williamsburg International Airport in February of 2002.

Three daily roundtrips will be provided by Atlantic Southeast Airlines (ASA) using comfortable Canadair Regional Jets, each configured with 50 seats. Flights to Atlanta will depart Newport

News at 7:20 am, 10:30 am, and 7:25 pm. Return flights from Atlanta will ar-

rive back in Newport News at 9:50 am, 6:50 pm, and 10:35 pm. From Atlanta, Peninsula travelers can quickly connect to over 300 Delta destinations through-



out the world. Delta and Delta Connection currently operate over 800 daily de-

### Mountain Empire Airport Dedicates New Taxiway

A new taxiway was recently dedicated at Mountain Empire Airport. The new \$3.2 million taxiway runs parallel to the 5,200-foot runway. The new addition to the airport will help to lure industries and businesses who rely on aircraft to conduct business. The taxiway will also free up the runway for any aircraft that would have had to wait for the runway to clear before it could land or take off. With the new taxiway, planes will be able to move about the ground more freely, without having to back up or turn around.

Construction on the taxiway began over a year ago, with the project being funded by the FAA, the Commonwealth of Virginia, Smyth and Wythe counties and the towns of Marion and Wytheville. During construction, an estimated 380,000 cubic yards of dirt was moved from the south end of the airport to fill a hole at the north end.

Next on the agenda for Mountain Empire, officials are looking at plans to build an apron and new passenger terminal. Also in the planning stages are new hangars for corporate-owned jets.

partures from their Atlanta hub.

Aubrey Fitzgerald, Chairman of the

Peninsula Airport Commission, said "We are very grateful to Delta and ASA for the faith that they have shown in the Virginia Peninsula and Newport News/Williamsburg International Airport. We hope that this is the first step in a long, mutually-beneficial relationship between our airport and Delta Air Lines." For more information, contact ASA Corporate Communica-

tions at 404-766-1400 or visit www.flyasa.com or www.delta.com.

### Flying Hospital To Be On Display At AWF 2003



The Aviation World's Fair 2003™ (AWF2003) is just a little more than a year away. As the excitement builds to The Aviation Centennial Exhibition™, a new addition has been added to the event. The latest addition to the exciting lineup for the AWF2003 is The Flying Hospital.

This Lockheed L-1011 wide-body jet is the world's first fully-outfitted surgical hospital constructed inside an aircraft. It provides free humanitarian and surgical care in developing and emerging countries around the world.

A total of about 80,000 people have been served so far, in countries ranging from El Salvador and Panama to the Ukraine, Kazakhstan, Ecuador, Bolivia and India. Visitors to AWF2003 will be able to come aboard and see its state-of-the-art facilities — including a 12-bed pre-operative and post-operative area; a four-station surgical suite; a pharmacy; an array of the latest ultrasound, x-ray and other diagnostic equipment; and a classroom with seating for 67 medical professionals.

The AWF2003 is a three-week long international event, being held at Newport News/Williamsburg International Airport, Virginia—April 7-27, 2003 to celebrate the centennial anniversary of mankind's first powered and controlled flight.

For more information about the AWF2003, please visit the website at <a href="https://www.awf2003.com">www.awf2003.com</a> or contact (201) 251-2600.

### **Chesapeake Regional Completes Design For Pavement Rehabilitation**

Chesapeake Regional Airport recently had Talbert & Bright complete the design for the rehabilitation of the pavement around the airport's existing t-hangars. The taxilanes for the t-hangars were originally constructed in the old "driveway" style.

The grass islands created by this style have been difficult to maintain and are a growing cause for concern with regard to increased potential for water and vegetation intrusion.

This project involves removing the grass islands and rehabilitating the ex-

isting pavement. Additional drainage devices have also been added to channel water away more effectively. Included in this project was the design of a new helipad east of the existing fuel farm.

Over the years, helicopter traffic has increased at the airport and the construction of a new 54'x 54' helipad will be a welcome sight to the airport, as well as the helicopter pilots who stop in.

The construction for these two projects is expected to begin in the spring of 2002.

# JetBlue Airways Inaugurates New Service From Washington Dulles

JetBlue Airways recently announced the introduction of new twicedaily service between Washington Dulles and Fort Lauderdale, FL, the only non-stop service between the two airports.

JetBlue is holding off plans to inau-

gurate new low-fare coast-to-coast service between Washinton Dulles and San Diego and Oakland until Spring of 2002.

For more information, please visit <a href="https://www.jetblue.com">www.jetblue.com</a> or call 1-800-JETBLUE (538-2583).

### Virginia/ Aviation Events

February 20, 2002 Virginia Aviation Board Meeting will be held, beginning at 9:00 a.m., at the Wyndham Hotel, 4700 South Laburnum Avenue, Richmond, VA 23231, Phone: (804) 226-4300. For more information call (804) 236-3637.

March 16, 2002 Ultralight Safety Seminar will be held. If you fly an ultralight now, or have ever thought of flying one, come out and hear the experts discuss safety techniques, maintenance and other concerns. Co-sponsored by the Virginia Department of Aviation. For more information call Carolyn Toth at (804) 236-3637.

**March 30, 2002 Young** Eagles Fly-In and Open **House** will be held at New Kent County Airport from 8:30 a.m. - 4:00 p.m. Includes Young Eagles flights, radio controlled aircraft, and air museum display. Sponsored by EAA Chapter 231, Central Virginia Aviation, and New Kent County Airport Advisory Commission. For more information contact Michael St. Jean at (804) 932-2984 or e-mail airprtw96@aol.com. Web site: www.w96.org.

Submit upcoming event information to: Newsletter Editor 5702 Gulfstream Rd Richmond, VA 23250-2422 Or call (804) 236-3631 fax (804) 236-3635

# Delta Connection Will Offer New Service From Charlottesville-Albemarle Airport

Passenger traffic increases in December

Delta Connection will offer customers daily jet service between Delta's (NYSE: DAL) hub in Atlanta and Charlottesville, Va., beginning March 18, 2002. Delta Connection carrier Comair will operate three nonstop, round-trip flights between Atlanta's Hartsfield Airport and Charlottesville using the Canadair regional jet (CRJ).

Customers traveling to Delta's hub at Atlanta/Hartsfield International Airport have a convenient choice of more than 882 daily flights to 210 domestic and international destinations.

"Linking Charlottesville-Albemarle Airport to Delta's hub in Atlanta enhances the number of convenient travel options available to our business and leisure travelers and the University of Virginia," said Fred Buttrell, president and chief executive officer of Delta Connection, Inc. "This includes three jet flights a day that Delta Connection currently offers customers from Charlottesville to Delta's second largest hub in Cincinnati. We expect At-

lanta to be a major destination market for Charlottesville businesses and the University."

"We look forward to the initiation of this service by Delta Connection and the benefits it will bring our entire region," said Michael R. Matthews Jr., chairman, Charlottesville-Albemarle Airport. "The addition of this jet service is an endorsement of the strength of our community and the vibrancy of our economy."

Known for its convenience, comfort and speed, the CRJ carries passengers in a two-by-two seating arrangement; every seat is an aisle or window, with no middle seats. The plane can cruise at a speed of 530 mph at altitudes as high as 41,000 feet and is recognized as the quietest commercial jet aircraft in the world.

Delta Connection carriers include wholly owned subsidiaries Atlantic Southeast Airlines and Comair, and additional regional carriers Atlantic Coast Airlines and SkyWest. Delta Connection carriers operate more than 200 regional jets throughout North America.

For more information, please contact Delta Reservations, 800-221-1212, or visit www.delta.com.

#### **Passenger Traffic Increases**

The Charlottesville-Albemarle Airport Authority announced recently that total airline passenger boardings for Charlottesville-Albemarle Airport (CHO) in December 2001 increased 5.5 percent over December 2000.

This is a great accomplishement considering the impact to the industry from Sept. 11th.

CHO currently offers a total of 26 scheduled airline departures daily through three major carries to six major east-coast hub airports.

CHO is owned and operated by the Charlottesville-Albemarle Airport Authority, an independent political subdivision of the Commonwealth of Virginia, and is maintained and developed exclusively through airport fees and charges.

### **U-2 Spy Plane and the Cold War**

Virginia Aviation Museum Lecture Series

The year is 1960. A U-2 spy plane is shot down over Russia. It's a pivital time in the Cold War. What was it like to be the pilot of that ill-fated U-2? What happens when you are captured by the Soviets? Francis Gary Powers Jr. knows better than most. His father was the center of the controversial U-2 incident. Hear the story when Powers presents "Cold War Revisited" at the Virginia Aviation Museum on Thursday, Feb. 21 at 7 p.m.

Francis Gary Pwers Sr. confessed to being a U.S. spy. Find out what his

son knows about his late father's career as a civilian employee of the CIA. Powers also examines the impact of the Cold War on current society. See his collection of Cold War artifacts. Learn about his work to create a Cold War museum and plans for Cold War memorial.

"Cold War Revisited" is a free lecture. For Virginia Aviation Museum information call (804) 236-3622. Log onto vam.smv.org to access the Aviation Museum web site.

### New Security at Washington Dulles Fuels Concessions

Through an abundance of caution, passengers are still being advised to arrive at Washington Dulles two hours prior to their flight, but most passengers are moving from the curb to the gate in 20 to 30 minutes.

As a result, concession revenues, which fund part of the airport's operation, are up 10 percent on 10 percent fewer passengers.

Also, additional screening lanes are being opened as lines begin to form, thus speeding the flow and reducing a key frustration for many travelers - the sight of unmanned screening lanes as they wait in line.

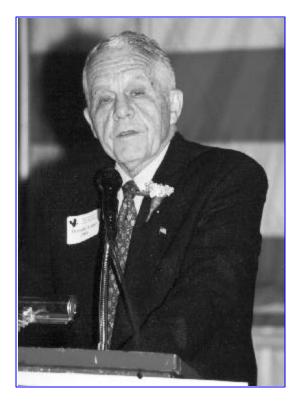
### Husband and Wife Team And WWII Flying Ace Inducted Into The Virginia Aviation Hall of Fame

The Virginia Aeronautical Historical Society recently added three new members into the Virginia Aviation Hall of Fame during a dinner and reception held at the Virginia Aviation Museum.

World War II flying ace Donald S. Lopez along with Jean and Larry Waltrip who own and operate the Williamsburg-Jamestown Airport were all inducted.

Lopez is a former fighter pilot who served in World War II and the Korean War. He became an ace while serving in the China-Burma-India Theater during World War II. A pilot must shoot down at least five enemy aircraft to become an ace.

Lopez is a former professor at the U.S. Air Force Academy. Lopez is the deputy director of the National Air and Space Museum in Washington D.C. He was instrumental in the construction and opening of that museum in 1976.



Mr. Lopez was an ace fighter pilot during World War II. He is now the deputy director of the National Air and Space Museum in Washington D.C.

Larry and Jean
Waltrip are the
first husband and
wife team ever
elected to the
Virginia Aviation
Hall of Fame. They
have owned and
operated the
WilliamsburgJamestown
Airport since they
founded it in 1970.



The Waltrips have operated the Williamsburg-Jamestown Airport since they founded it in 1970. They got the idea after the College Airport closed in 1967. Larry Waltrip said to his father, "Why don't we cut an airstrip on our land? I would like to fly." After three years of hard work, the airport had its grand opening.

The husband and wife team have continually nurtured, promoted and developed the facility ever since. The Williamsburg-Jamestown Airport is a privately owned airport that is open for public use.

The Virginia Aviation Hall of Fame is located at the Virginia Aviation Museum and administered by the Virginia Aeronautical Historical Society.

For Aviation Museum information call (804) 236-3622. To access the Virginia Aviation Museum web site log on to www.vam.smv.org.

### **Tanker Truck Overturns at RIC**

A tanker truck carrying about 8,000 gallons of jet aircraft fuel overturned recently at Fox and Lisle roads on Richmond International Airport property.

Approximately 2,000 gallons leaked from the truck onto a grassy area, authorities said. Henrico County firefighters and hazardous materials team members responded to the call.

The driver of the truck was seriously injured suffering severe head trauma and was taken to Medical College of Virginia Hospitals. As of press time he had been released and was recovering.

Authorities said the tanker overturned as it attempted to turn from eastbound Fox Road onto southbound Lisle Road. Workers had to pump the remaining 6,000 gallons of fuel from the tanker before uprighting it.

Airport officials have stated the spill was contained. The soil soaked up much of the fuel and the contaminated soil was excavated and disposed of properly.



The fuel truck leaked approximately 2,000 gallons before being contained.

# Largest Carriers In Washington Market Hit Hardest By September Attacks

Revenue for the 10 major U.S. airlines declined 31 percent in September and October, according to *Aviation Daily* estimates. Hardest hit were the two carriers with the largest share of the Washington market: US Airways' revenues declined an estimated 40 percent, and United Airlines' revenue was down 34 percent.

Washington is a major revenue generator for US Airways, which serves the city largely through Reagan National, which is a Virginia airport. Loss of all Reagan revenue for three weeks and service in only four markets through the rest of October hit US Airways much harder than other carriers.

In comparison, Southwest Airlines, the third largest carrier in the Washington-Baltimore market before September 11th, suffered the lease with the decline of 22 percent in that time frame.

# **Charlottesville-Albemarle Announces New Appointments To Airport Authority And Joint Airport Commission**

The Charlottesville-Albemarle Airport Authority Board is pleased to announce that Michael R. Matthews, Jr., P.E. will serve as Chairman and Robert W. Tucker, Jr. will serve as Vice-Chairman for 2002.

Mr. Matthews has served the Charlottesville-Albemarle Joint Airport Commission since 1994 and was appointed by the Charlottesville City Council and Albemarle County Board of Supervisors in 2000 to serve as the Board's citizen representative. He owns Matthews Development Company, LLC, a Charlottesville-based real estate, consulting and project management en-

tity specializing in healthcare facilities throughout the southeast region of the United States. Mr. Tucker is County Executive for Albemarle County. In this position, he maintains a permanent seat on the Airport Authority Board. Gary B. O'Connell, City Manager, holds the remaining seat on the Airport Authority Board.

The Charlottesville-Albemarle Joint Airport Commission also made officer appointments at its December meeting. Leo Mallek, D.M.D., was appointed Chair while Kurt B. Goodwin was appointed Vice Chairman. Dr. Mallek is a family dentist in Earlysville while Mr.

Goodwin is Vice President of Operations for The Crutchfield Corporation.

The Joint Airport Commission is a citizen's advisory body appointed by Charlottesville City Council and the Albemarle County Board of Supervisors and provides input and advise to the Airport Authority Board and its staff.

The Charlottesville-Albemarle Airport is owned and operated by The Charlottesville-Albemarle Airport Authority; an independent political subdivision of the Commonwealth of Virginia. CHO is maintained and developed exclusively through airport fees and charges.

### Norfolk International Airport Is Ready To Serve In 2002

Newly renovated terminal lobby and new pedestrian bridge opened

Arrival 2002 is the biggest project to land at Norfolk International Airport (NIA) in two decades. Having already totally renovated the main terminal lobby, complete with new shopping and dining venues and with the current building of a new Arrivals Building and a ninestory parking garage, air travel on the ground will be better than ever.

The new three-story, 213,000-square-foot Arrivals Building is nearing completion and will provide arriving passengers with expansive facilities dedicated to their needs. The baggage claims facilities in the present terminal building will be converted to additional airline ticket counters.

The first floor of the Arrivals Ter-

minal will feature five large baggage carousels, nearly tripling the existing baggage claim facilities. Ground transportation services, including rental cars, taxis and limousine services, will also be located on the first floor.

The second level mezzanine will be the connection point to the pedestrian bridge with escalators and elevators providing access to the baggage claim area. Administrative offices, a video conferencing center and an interfaith airport chapel will also be located on the second level.

The days of battling the elements as you make your way from the ground level of the long-term parking garage to NIA's main terminal are over. Instead, you'll be comfortably transported by moving sidewalks in a climate-controlled atrium setting, from the third floor of the parking garage, to the second floor of the main terminal.

Of course, you'll also return to the parking garage by the same route. From the baggage claim area, just proceed up to the second floor via the newly located elevators and across the pedestrian bridge to the garage.

Pending the completion of the Arrivals Building, there is no ground access to the parking garages. This new pedestrian bridge will bring ease and comfort to your experience at NIA.

This is just the beginning of the great improvements at NIA. The remodeled main passenger terminal lobby is called Garden Square. Four new food and retail shops occupy the center of the garden-like atrium with additional shops around the perimeter.

Travelers can now refresh themselves at such venues as First Colony Coffee, A&W All-American Food, Freemason Abbey Restaurant & Tavern, The Beach Bully Restaurant and Bar-B-Que, Foggy Bottom Brew Pub and Oyster Bar, Back Bay Bistro and USS Norfolk, and The Virginia Nut Company.

A variety of new retail shops are also open in the main terminal lobby. Discover Hampton Roads, Hudson News and Book Corner, Southern Shades and Organizer Ink offer travelers unique apparel, gifts and souvenirs reflecting Hampton Roads and Virginia themes.

For more information on NIA please visit www.norfolkairport.com.



New elevated pedestrian bridge is now in service.

### Lousia County Airport Begins Terminal Building Study

The Industrial Development Authority of Louisa County has selected Talbert & Bright as consultants to conduct a Terminal Building Study to determine the need for a General Aviation Terminal Building at Louisa County Airport. The study is expected to provide the Authority with recommendations for the need,

location, size and architecture for such a terminal.

The Authority also has recently acquired a piece of real estate adjoining the airport which contained many tall trees located on the south side of Runway 27. Since acquisition, the trees have been disposed of and the Author-

ity has requested a reevaluation of the Localizer Approach to Runway 27 with a view toward attaining a lower Minimum Descent Altitude. Additionally, the acquired land is now being added to that inside the airport boundary, which will facilitate future development on the south side of the runway.



### VABA Annual Legislative Reception Held

The Virginia Aviation Business Association (VABA) recently held their annual Legislative Reception at the Library of Virginia in Richmond. This annual event, co-sponsored by the Virginia Airport Operators Council, Virginia Aviation Board, Washington Airports Task Force, Virginia Transportation Safety Board and the VABA, allows the Virginia aviation community and many of Virginia's Senators and Delegates to meet, promote and discuss important aviation issues.

The reception had an outstanding turnout and as in past years, it was cohosted by Senator Charles J. Colgan and Delegate Frank D. Hargrove.

Also on hand to support the occa-



The Wright Experience displayed a replica Wright Brothers 1901 wind tunnel.



Reception attendees were able to see a model layout of the fair.

sion was Attorney General Jerry Kilgore.

Displays were set up by the Department of Aviation, The Wright Experience, the Virginia Air and Space Center located in Hampton, the Washington Airports Task Force and the National Air and Space Museum.

The Aviation World's Fair 2003 folks also set up a model layout of the fair to promote the centennial celebration, which will take place April 7-27, 2003 at Newport News/Willaimsburg International Airport.

Many thanks to all those who helped with another successful reception.



Reception host Del. Frank Hargrove, along with Al Orgain and Bonnie Creasy, draw tickets for the door prize giveaways.



Dave Ploeger, manager of Dinwiddie County Airport and DOAV engineer Jerry Jackson share some conversation.

### New Taxiway Tops Project List At Culpeper Regional

New Corporate Hangars and T-Hangars

Culpeper Regional Airport has had plenty of on-going projects. A much

need safety installment of a new taxiway off runway-04 was opened, which now offers a full parallel taxiway at the airport.

A new corporate hangar is just about complete and work has begun on additional T-hangars. The Terminal Area Apron Expansion is nearing completion. This will provide up to 19 additional tie-down spaces for aircraft.

The design for the runway extension off runway-04 is

complete. Constuction on the runway extension will begin this spring.



The annual Air Fest at Culpeper Regional offered a beautiful day with

> good food, a spectacular air show and raffle prize winners. The Bealeton Flying Circus, Charlie Schwenker and the Flying Farmer Charlie Kulp performed during the air show.

> The Young Eagles Program, organized by Paul Miller, flew 120 kids during the Air Fest, which was a new record for them.

For more information on Culpeper Regional Airport, please call (540) 825-8280.

### **Lonesome Pine Projects Are Taking Off**

Lonesome Pine Airport (LPN) has been a very busy place recently. A federally funded Instrument Landing Sys-

tem (ILS) is currently being installed. It is 100-percent constructed and maintained by the Federal Aviation Administration.

The ILS has prompted the FAA and State, under the Airport Improve-

ment Program (AIP), to fund the completion of the parallel taxiway. Some of the money is two year entitlement and the rest is regular AIP funds.

There is a 100-acre technology park under development which is adjacent to the airport. One building and tenant are



The 4,000-square-foot terminal at LPN was built in 1991.

already in place and two more are under construction. This park is only for

computer/technology based industries.

LONESOME PINE AIRPORT

When these projects are complete Lonesome Pine Airport will be a 5300'x100' airport, with a full parallel taxiway, an ILS and a soon to be new AWOS with thunderstorm sensors.

No other airport in far southwest Virginia will be as well equipped.

For more information on Lonesome Pine Airport, please call (540) 328-5300.

### **Hampton Roads Airport Owners Honor Renowned Flight Instructor with Memorial Scholarship**

Ask anyone who is familiar with the aviation community of eastern Virginia and they will tell you that they are also familiar with Curtis E. Eads, Sr. Over 45 years ago he and his wife Ruby started the Curtis Eads Flight School at the Hampton Roads Airport (now Hampton Roads Executive Airport) in Chesapeake, VA. An active pilot for over 58 years, and becoming a flight instructor in 1946 with an unknown number of logged flight hours and instruction, Eads was the most widely known aviation figure in Hampton Roads.

Curtis Eads was known by the Virginia Aeronautical Historical Society as "a true aviation pioneer and a credit to the Virginia aviation community." Over his lifetime he received many awards such as the prestigious award Flight Instructor of the Year by Federal Aviation Association for outstanding service in

1987 and was also inducted into the Virginia Aviation Hall of Fame at the Virginia Aviation Museum in 1996. Eads received the respect from the aviation community that few people ever aspire,



much less achieve. This includes the FAA, the Virginia Department of Aviation, the Virginia Aviation Hall of Fame, and everyone who enjoyed flying and knew him personally or by reputation.

Eads died this year and in memory of his accomplishments and contributions to the Hampton Roads Executive Airport for over 45 years and to the aviation industry in whole, Steven I. Fox and D. Andy Gibbs, owners of the Hampton Roads Executive Airport, have set up a \$1000 annual scholarship fund in his name. The Curtis Eads Flight Training Memorial Scholarship, chosen every January, will be used towards flight training at the school of the student candidate's choosing based at the Hampton Roads Executive Airport.

The first recipient of the Curtis Eads Memorial Scholarship will be honored with an award ceremony held at the Hampton Roads Executive Airport at the end of January. Look for more on the winner in the next issue of Virginia Aviation.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.



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